

CIVIL AVIATION THEME SITE VERIFICATION REPORT PROPOSED DUALLING OF MAIN ROAD 201 BETWEEN N1 AND KLIPRUG ROAD, PAARL, WESTERN CAPE.

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Prepared For

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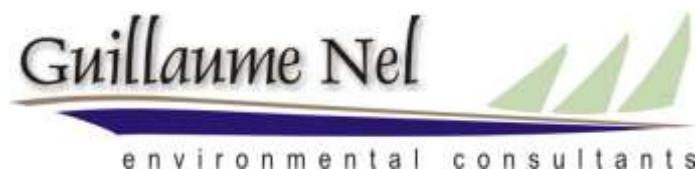
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1. INTRODUCTION AND BACKGROUND

1.1 Introduction

Guillaume Nel Environmental Consultants (GNEC) has been appointed by the Western Cape Government: Department of Transport and Public Works to facilitate the Environmental Impact Assessment (EIA) Basic Assessment and Water Use Licence Application process for the proposed dualling of Main Road 201 from the N1 to Kliprug Road, Paarl, Western Cape.

A Screening Tool Report has been generated for the proposed development. According to the screening tool report the Civil Aviation Theme has a “Medium sensitivity” rating. Therefore, this site sensitivity verification report is compiled to determine whether a Civil Aviation Compliance Statement is required for the proposed development.

1.2 Background

Main Road 201 (also referred to as the R301) originates in the Breede River Valley, with the Km 0.00 marker being located at the intersection with the R46. MR201 extends through the Haweqwa Nature Reserve with the Bainskloof Pass being located within the nature reserve. MR 201 then extends through the towns of Wellington and Paarl before transecting the N1 roadway and terminating at the intersection with the R45 (close to the small community of Wemmershoek). MR201 largely supports one lane in each direction, with the amount of lanes increasing to two lanes in each direction in the urban areas. MR201 is entirely located within the Cape Winelands District Municipality; while sections of the road are located within the Witzenberg, Breede Valley, Drakenstein and Stellenbosch local municipalities.

MR201 is an important connecting roadway between Paarl and Franschhoek. MR201 is one of two roadways which can be utilised in order to reach Franschhoek. Travellers living outside of the Paarl-Franschhoek valley also make use of MR201 and the R45 as a gateway to regional areas which include the Overberg, Cape Agulhas and Garden Route areas.

The town of Paarl, supporting important business and education sectors, have led to the town experiencing a steady influx of permanent residents. It should be mentioned that Paarl is home to a total of 55 schools which automatically attracts large volumes of permanent residents as well as traffic volumes.

Numerous large scale private residential and lifestyle estates have also been developed South of the N1 which has resulted in an increased amount of vehicular movement on MR201. A number of residential estates have also recently been approved in the area that should still be constructed. Development of the approved residential estates will increase the amount of road users and hence traffic volumes.

The increased traffic volumes will result in increased travelling times being experienced. In order to better accommodate the current and future traffic volumes, as well as to ensure the safety of road users, it is proposed that MR201 be converted into a dual carriageway. The proposed works will also entail the upgrading and expansion of existing stormwater structures.

1.3 Location

The proposed development entails the conversion of MR201 to a dual carriageway, as well as the upgrading and expansion of the existing stormwater infrastructure. The applicable section of the MR201 roadway starts approximately 145 metres south of the N1 roadway and terminates approximately 320 metres south of Kliprug Minor Road.

The proposed dualling of MR 201 will result in the proposed development taking place outside of the current registered road reserve. It is proposed that the road reserve width vary between 40 to 50 metres.

Please refer to Figure 1 below for a copy of the locality map, as well as to Figure 2 below for a copy of an aerial image of the proposed site.





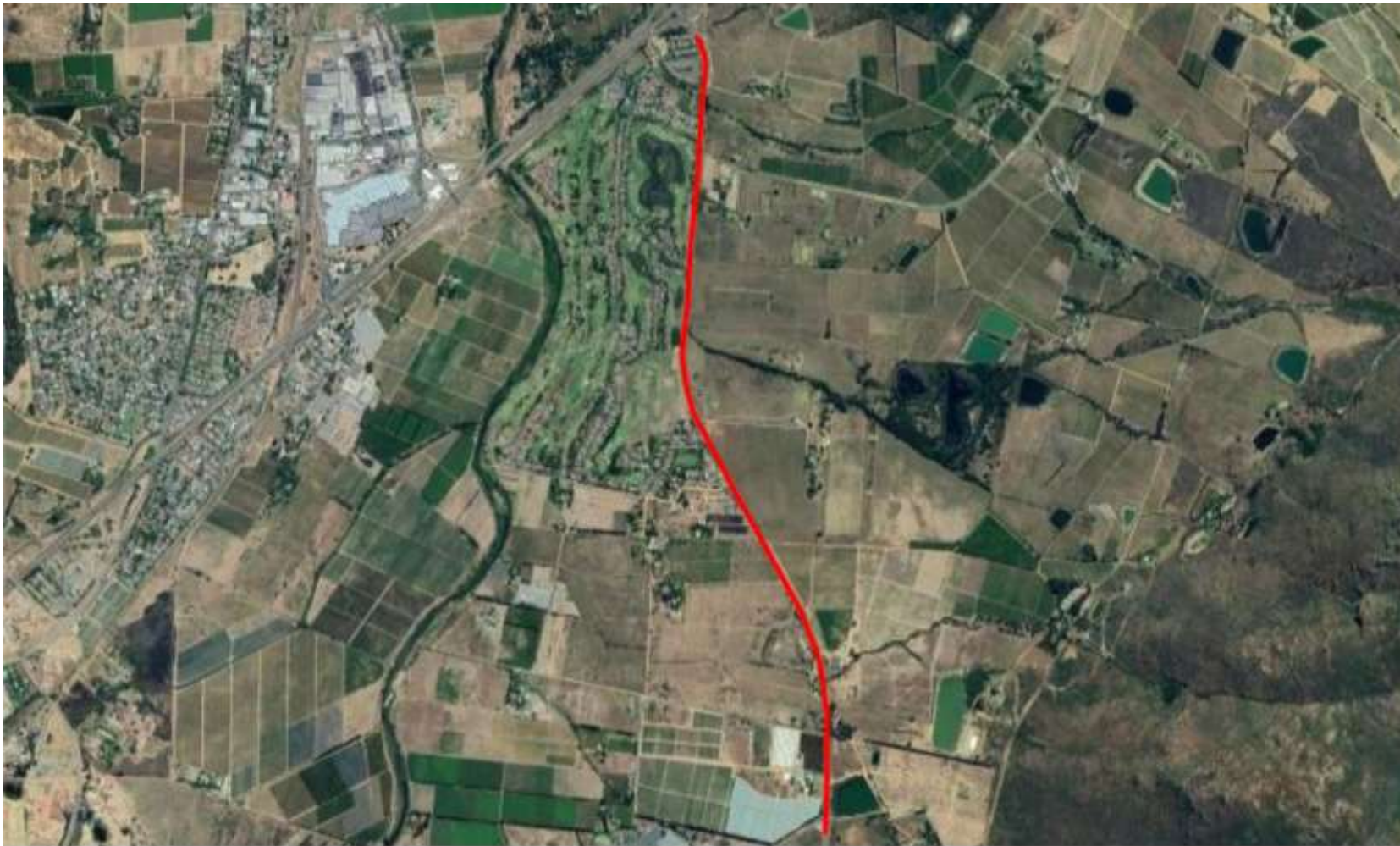
Main Road 201, Paarl	 Tel: (021) 870 1874 Fax: 086 6933 802 Cell: 072 1571 321	
Locality Map		

FIGURE 1 LOCALITY MAP OF THE PROPOSED DUALLING OF MAIN ROAD 201, PAARL




Main Road 201, Paarl	 Tel: (021) 870 1874 Fax: 086 6933 802 Cell: 072 1571 321	
Aerial Image		

FIGURE 2 AERIAL IMAGE OF THE PROPOSED DEVELOPMENT SITE

2. OVERVIEW OF SURROUNDING AIRPORTS

Seeing that the screening tool report has labelled the civil aviation theme as having a medium sensitivity rating, it is firstly important to determine the proximity of the surrounding airports to the proposed development site.

The Paarl East Airport is located approximately 6.4 kilometres from the site, located in a North East direction. The Paarl East Airport is the only runway that is located within 15 kilometres from the proposed development site. No other runways were therefore considered in this site sensitivity verification report.

Please refer to Figure 3 below for an aerial image indicating the proximity of the Paarl East Airport to the proposed development site.





Main Road 201, Paarl	 Tel: (021) 870 1874 Fax: 086 6933 802 Cell: 072 1571 321	
Paarl Runway Map		

FIGURE 3 PROXIMITY MAP OF PAARL EAST AIRPORT TO THE PROPOSED DEVELOPMENT SITE

4. SITE INSPECTION

During the site inspection, it was clear that no runways are visible from the proposed development site. The Paarl East Airport is located approximately 6.4 kilometres North East of the proposed development site.



FIGURE 5 VIEW OF MR201, PHOTO TAKEN IN A SOUTHERN DIRECTION



FIGURE 4 VIEW OF MR201, PHOTO TAKEN IN A NORTHERN DIRECTION

5. DISCUSSION OF POTENTIAL CIVIL AVIATION IMPACT

As previously mentioned, the Paarl East Airport is located approximately 6.4 kilometres from the proposed development site. Therefore, due to the distance between the proposed development site and the Paarl East Airport, it is clear that there are no direct or indirect potential impacts expected as a result of the proposed development.

Firstly, it should be noted that the proposed development site is located approximately 6.4 kilometres from the nearest runway. The runway is therefore not visible from the proposed development site as numerous other structures, trees and roads are present between the runway and the proposed development site. The mere distance between the proposed development site and the runway, ensures that the proposed development will have an **insignificant** impact on civil aviation.

In addition to the above, Main Road 201 is an existing roadway which is proposed to be dualled. Also, the area is experiencing tremendous growth with numerous development proposals being approved alongside MR201. The proposed development, which entails the dualling of an existing road, will not have an impact on the flying patterns of the airplanes. It should also be noted that the proposed development does not entail the construction of skyscraper buildings, but instead will be in-line with the context of the area.

It is therefore clear that the proposed development will have an **insignificant** impact on civil aviation. The Paarl East Airport will not be impacted on by the proposed development in any way.

Due consideration has been given to the potential impact of the proposed development on civil aviation. It is GNEC's professional opinion that all factors regarding the civil aviation theme has been taken into account in this site sensitivity verification report. Therefore, as the proposed development will have an insignificant impact on civil aviation, it is not required for a Civil Aviation Compliance Statement to be compiled.

6. CONCLUSION OF AGRICULTURAL POTENTIAL OF THE SITE

Guillaume Nel Environmental Consultants (GNEC) has been appointed by the Western Cape Government: Department of Transport and Public Works to facilitate the Environmental Impact Assessment (EIA) - Basic Assessment and Water Use Licence Application process for the proposed dualling of Main Road 201 from the N1 to Kliprug Road, Paarl.

A Screening Tool Report has been generated for the proposed development. According to the screening tool report the Civil Aviation Theme has a “Medium sensitivity” rating. Therefore, this site sensitivity verification was compiled to determine whether a Civil Aviation Compliance Statement would be required for the proposed development.

The Paarl East Airport is located approximately 6.4 kilometres North East of the proposed development site. It is important to note that the proposed development will not have an impact on flying patterns. The proposed development will have no direct or indirect impact on Paarl East Airport as a result of the distance from the proposed development site. From the above it is clear that the proposed development will have an **insignificant** impact on the Paarl East Airport.

Due consideration has been given to the potential impact of the proposed development on civil aviation. It is GNEC’s professional opinion that all factors regarding the civil aviation theme has been taken into account in this site sensitivity verification report. Therefore, as the proposed development will have an insignificant impact on civil aviation, it is not required for a Civil Aviation Compliance Statement to be compiled.

4. REFERENCES

Department of Environmental Affairs. 2020. Screening Tool Report for the proposed dualling of Main Road 201.